

Amendments to the Drawings:

Please replace the original sheets of drawings with the attached replacement sheets of drawings.

REMARKS/ARGUMENTS

The abstract has been amended as required.

The drawings have been amended as required.

The claims have been amended in response to the Section 112 rejection.

Reconsideration of the prior art rejections is respectfully requested.

Amended claim 1 includes the features of the original claims 1 to 3 as well as a feature from the specification (paragraph [0007]), such that claim 1 specifies that the first fore part (24) projects into a bore hole (14) of the crank (12), and the second fore part (26) has a crosspiece (30) for support on a counter bearing such that the crank (12) can be pressed onto the structural part (16) without the shaft (10) being axially stressed.

The cited references and the admitted prior art in the present application do not teach or suggest a crankshaft arrangement according to amended claim 1.

Merkel et al. (US 6,802,102 B1) discloses a windshield wiper including a drive shaft to which a crank is fastened. Between the crank (12) and the drive shaft (14) a connecting layer (44) is provided by assembly casting. It should be noted that the layer (44) cannot be compared to a structural part according to the present invention, since the layer is introduced between the crank and the shaft after the shaft has been inserted into the bore hole of the crank. This can be taken from column 3, lines 38 to 40, as well as from figure 1, where it is clearly shown that the connecting layer (44) could not be inserted into the bore hole with its structure shown in figure 1. The problem solved by the present invention is not relevant for the windshield wiper of Merkel et al., since according to Merkel et al. the crank is not and cannot be pressed onto the layer (44). Therefore, the claim 1 defines over Merkel et al.

Hawighorst (US 2004/0163483 A1) discloses a structural element (space of piece 40) provided on a shaft between the crank and an eccentric bushing (26). The structural element only defines the distance between the crank and the eccentric bushing in the axial direction of the shaft. It does not provide a connection between the crank and the shaft nor does it prohibit the shaft from being axially stressed while the crank is pushed onto the shaft.

Berge et al. (US 5,621,943) discloses a structural part provided between the crank and the shaft of a windscreen wiper device. The structural part abuts with one fore part against an axial surface of the shaft. Hence, by pushing the crank with its bore hole onto (60) the structural part (56) the shaft will be axially stressed, even if the nut (38) is used for pressing the crank on the structural part/the shaft.

Zimmer (US 6,554,477 B1) discloses a wiper bearing including a bearing shaft and a crank, the crank being fixed on one end of the shaft by use of a nut (34) screwed onto the end of the shaft. Zimmer does neither disclose nor suggest providing a structural part which projects into a bore hole of the crank with one end and which forms a crosspiece for supporting the structural part on a counter bearing such that the crank can be pressed on the structural part without the shaft being axially stressed.

In conclusion, none of the prior art documents suggests or discloses the invention according to amended claim 1. Also, it would not have been obvious to a person of ordinary skill in the art to attain the inventive crank shaft arrangement in view of all cited prior art documents.

Therefore, claim 1 and dependent claims 4-9 and 15-19 are allowable.

Respectfully submitted,

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